CITY OF RICHMOND, CALIFORNIA

Honda Port of Entry
at the Point Potrero Marine Terminal

INITIAL STUDY

FEBRUARY 2008

Douglas Herring & Associates
Environmental, Policy, and Planning Services

February 11, 2008

NOTICE OF PREPARATION of a DRAFT ENVIRONMENTAL IMPACT REPORT

The City of Richmond, as Lead Agency, will prepare an Environmental Impact Report (EIR) for the Honda Port of Entry project described below, proposed by Auto Warehousing Company (AWC). The City is requesting input from your agency regarding the scope and content of the environmental information to be presented in the EIR that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by the City of Richmond when considering your permit or other discretionary approval of the proposed project.

Please mail or email your written response to this Notice of Preparation no later than 30 days after the date on this notice to:

Kieron Slaughter, Assistant Planner
City of Richmond Planning Department
1401 Marina Way South
Richmond, CA 94804

Phone: (510) 620-6887
Kieron_Slaughter@ci.richmond.ca.us

Please include in your written response the name and phone number of a contact person in your agency.

PROJECT DESCRIPTION

Auto Warehousing Company (AWC) is proposing to expand its existing operations at the Port of Richmond to develop a Northern California Port of Entry for Honda automobiles. AWC currently receives and processes Hyundai and Kia cars imported from Korea by ship. AWC, in cooperation with the TransDevelopment Group, is proposing to construct improvements to the Point Potrero Marine Terminal (PPMT) that would include repairs to one of the ship berths and creation of a new rail yard adjacent to the ship berths at the PPMT so that imported autos could be loaded directly onto rail cars without the current intermediary step of shuttling them to the BNSF rail yard approximately 1 mile to the north. The PPMT site is located on the southern Richmond shoreline, at the edge of the Richmond Inner Harbor. The PPMT is located at the southern terminus of Canal Boulevard, on Point Potrero, and immediately adjacent to the Harbor Channel, the primary water access to the Port of Richmond. The site consists of **Assessor's Parcel Numbers 560–320–002, 560–320–016, and 560–320–017**.

Following completion of the rail yard and ship berth improvements, Honda would begin delivering autos manufactured in Japan to the PPMT facility in car–carrying ships. Approximately one ship per week would be unloaded, in addition to the existing traffic of approximately one ship per week arriving from Korea. After a short period of storage on the PPMT site, some of the new autos would be loaded onto car carrier trucks for distribution around the Bay Area and northern California, and the remainder would loaded onto trains for

distribution to other western and midwestern states. Honda expects to import 150,000 vehicles per year by ship, and would distribute approximately 35,000 of those vehicles via truck to dealerships throughout northern California.

Additional details about the proposed project, including a location map and site plan, are presented in the attached Initial Study

SCOPING MEETING

The City of Richmond will conduct a public scoping meeting on March 5, 2008 at 7:00 p.m. in the City Council chambers located at 1401 Marina Way South, Richmond, CA. All members of the public and representatives from public agencies are invited to attend this meeting to provide your views on the issues that should be addressed in the Honda Port of Entry EIR.

PUBLIC REVIEW PERIOD: February 12, 2008 to March 13, 2008

California Environmental Quality Act (CEQA)
Initial Study / Environmental Checklist Form

for the proposed

Honda Port of Entry Project

1. Project Title: Honda Port of Entry

2. Lead Agency Name and Address:

City of Richmond
1401 Marina Way South
Richmond, CA 94804

3. Contact Person and Phone Number:

Kieron Slaughter, Assistant Planner
(510) 620–6887
Kieron_Slaughter@ci.richmond.ca.us

4. Project Location:

The project site is located in the southwestern portion of the City of Richmond, in western Contra Costa County (**Figure 1**). The site is adjacent to the shoreline of the Richmond Inner Harbor, located in central San Francisco Bay. Specifically, the project site is at the southern terminus of Canal Boulevard, on Point Potrero, and immediately adjacent to the Harbor Channel, the primary water access to the Port of Richmond (**Figure 2**).

5. Project Sponsor's Name and Address:

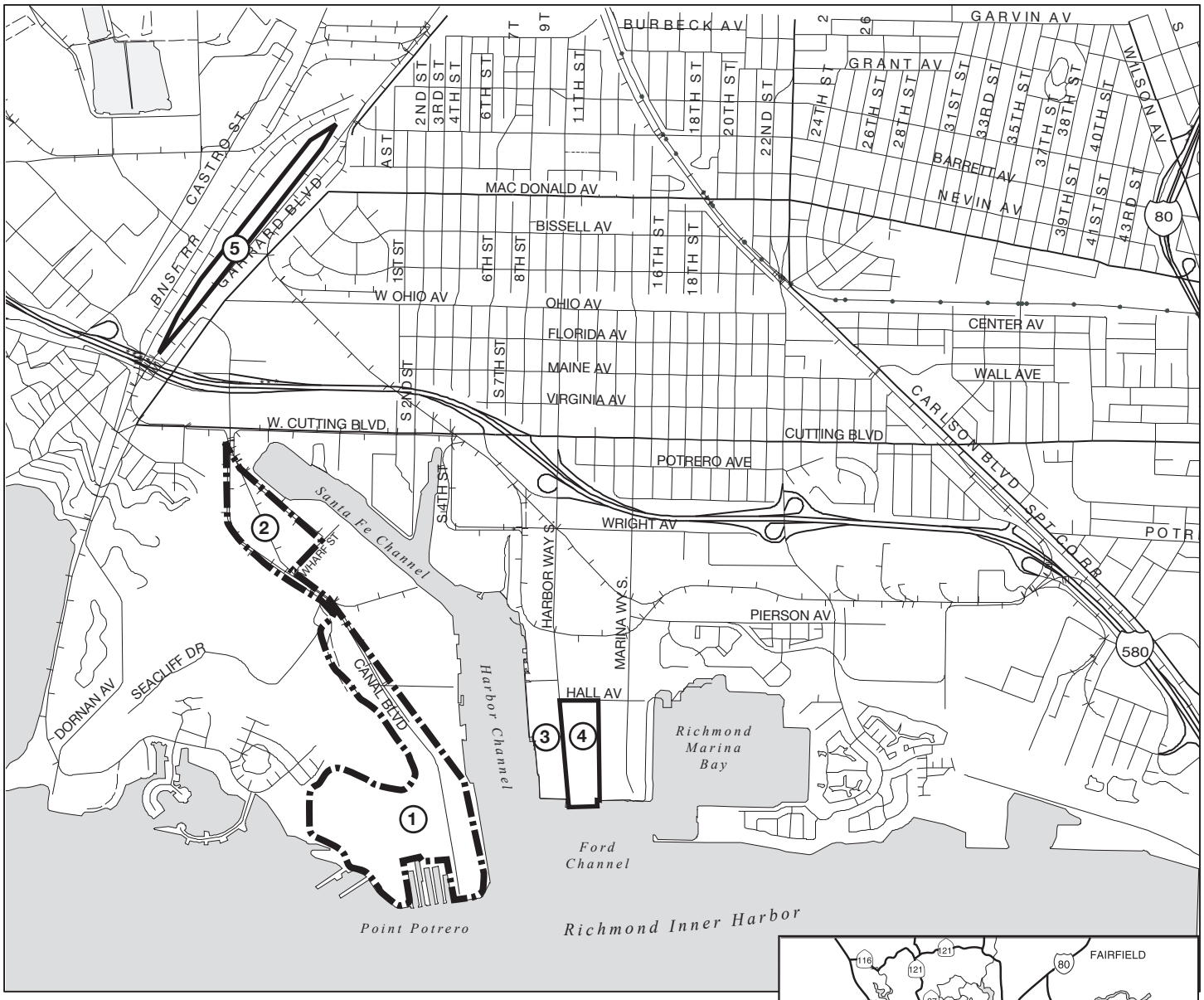
AutoWarehousing Company
Bill Robbins, Project Manager
(503) 241–2522
bvr@transdevelopment.com

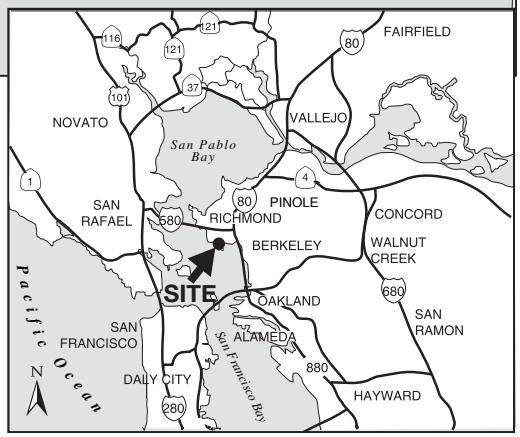
6. General Plan Designation:

Heavy Industry; Port/Marine Terminal/Ship Repair.

7. Zoning:

M–3 (Heavy Industrial); M–4 (Marine Industrial).





Legend

PROJECT BOUNDARY

1. POINT POTRERO MARINE TERMINAL
2. BNSF AUTOMOTIVE FACILITY
3. TERMINAL 3
4. FORD ASSEMBLY BUILDING
5. BNSF RICHMOND YARD

Figure 1

Project Site Location

Source: Douglas Herring & Associates

Figure 2

Overview of Existing PPMT Facilities

Source: TransDevelopment Group

8. Description of Project:

Auto Warehousing Company (AWC), in cooperation with the TransDevelopment Group, is proposing to construct improvements to the existing Point Potrero Marine Terminal (PPMT) that would include creating a new rail yard adjacent to the ship berths at the PPMT so that imported autos could be loaded directly onto rail cars without the current intermediary step of shuttling them to the Burlington–Northern Santa Fe (BNSF) rail yard. Minor improvements to one of the existing ship berths would also be made, consisting of repairs to the concrete deck pavement, installation of new bull rail at the edge of the berth, and installation of new rubber dock fenders on the side of the berth. Each of these project components is described in more detail below. An overview of the improvements is shown on **Figure 3**.

Following completion of the rail yard and ship berth improvements, Honda would establish the Port of Richmond as its Northern California port of entry, and would begin delivering autos manufactured in Japan directly to the PPMT facility in car–carrying ships. After processing by AWC, they would be loaded onto trains for distribution around the rest of the U.S., and loaded onto car carrier trucks for distribution around the Bay Area and northern California. Honda expects to import 150,000 vehicles per year by ship, and would distribute approximately 35,000 of those vehicles via truck to dealerships throughout northern California. Honda also imports autos into the Port of San Diego, which currently serves as the port of entry for the entire State of California, and which would remain the distribution point for autos to the southern California region following implementation of the proposed project. Approximately 35,000 imported Hondas per year are currently brought into Northern California by auto carrier from the Port of San Diego; these highway trips would be eliminated by the proposed project.

Point Potrero Rail Yard

The northern end of the proposed PPMT rail yard would begin where the historic Kaiser shipyard entrance gate and guard house are located, just east of Building 23. At this point a series of track switches would split the lead track into two lines, each of which would split two more times. As shown on **Figure 3**, the easternmost portion of these new tracks would veer east onto the adjacent BP/Arco property and the remaining tracks would extend south to the northern end of Ship Berth 7, forming seven loading tracks approximately 1,300 feet in length. The tracks would be spaced 19 to 22 feet apart and would accommodate loading and unloading operations from either end or from the middle of six–railcar train segments that would be coupled into longer train lengths prior to departure from the PPMT.

The rail yard would be constructed in an area currently occupied by an auto storage area, part of the employee parking lot constructed in 2004, and the private PPMT driveway extending south from the terminus of Canal Boulevard. A new, relocated entrance road would be built, as discussed below.

Prior to constructing the new tracks, the existing asphalt pavement in the rail yard area would be removed and the subgrade would be excavated to a depth of 24 to 30 inches. The asphalt would be ground up on site and used as road bed for the new track. Although the majority of the proposed rail yard area is currently paved with asphalt, an unpaved strip east of the PPMT driveway—about 25 feet wide and 600 feet long—would be paved over to accommodate the rail yard. The ballast sections of the proposed tracks would be paved with asphalt and the rails would be constructed flush with the pavement, permitting the movement of autos across the tracks. Paved "shag roads" would extend between each pair of tracks to allow vehicular access alongside the railcars.

An 8–foot–high cyclone security fence topped with barbed wire would extend along the east side of Track 7, the easternmost track in the rail yard. This fencing would enclose a proposed

access road along the Port's eastern property line, which would provide vehicle access to the BP/Arco facility located adjacent to the PPMT. The two–lane paved access road would have a 30–foot right–of–way and a 24–foot–wide roadway.

Lead Track

An existing light–gauge (90–pound) lead track currently extends from the BNSF auto terminal to the BP/Arco blending facility, as shown on **Figure 3**. This track would be realigned and replaced with heavier 136–pound rail. The realignment would start about 150 feet north of the historic entrance gate, and would be moved about 30 feet west of its current alignment. Similar to the proposed rail yard, construction of the new lead track would require excavation to a depth of 24 to 30 inches. The new track would also be constructed flush with the roadway at driveway crossings to BP/Arco and other existing industrial facilities located along the east side of Canal Boulevard.

BNSF Auto Terminal Improvements

New loading/unloading tracks would also be constructed at the BNSF auto terminal north of the PPMT as part of the proposed project. Although these improvements would be implemented by BNSF, they would occur in conjunction with and as a result of the proposed project. The facility currently has two loading/flex tracks that diagonally bisect the property. Six new loading/unloading tracks would be constructed west of and parallel to these tracks, providing new storage capacity for 73 railcars. This area is currently used as a staging and auto storage area. Similar to the construction of the PPMT rail yard, the existing asphalt pavement would be excavated to a depth of 24 to 30 inches, with the asphalt ground up on site and reused as fill for the track support bed. The track rails would also be constructed flush with the new pavement.

Construction of the new tracks would require filling of a portion of a wetland ditch that runs alongside Canal Boulevard and the edge of the BNSF terminal. At the southern end near Wharf Street, approximately 200 linear feet of the ditch would be filled. At the northern end, the rail improvements have been designed to eliminate any requirements for ditch in–fill.

Security fencing similar to that at the PPMT would be erected along both sides of the new support tracks. The area to the east of the tracks would continue to be used as storage and staging areas for loading and unloading of automobiles from trains and car carrier trucks. The area west of the new tracks would also remain in its existing condition, and would be used for vehicle staging or related operations by BNSF.

Ship Berth Improvements

The project proposes to rehabilitate portions of Berth 6C similar to the improvements that were made to the adjacent Berth 7 in 2004. On the deck surface, broken concrete with exposed rebar would be epoxied and then paved over with new concrete. Concrete around the steel bollards used for tying up ships would also be repaired. Sections of the bull rail, which is a raised concrete curb at the edge of the berth, would be replaced. Existing tire bumpers would be replaced with rubber dock fenders along the sides of the wharf to protect moored ships. Although none of the proposed work would intrude into the channel water, construction best management practices (BMPs) would be required to ensure concrete, debris, sediment, or chemical pollutants do not drop or wash into the water.

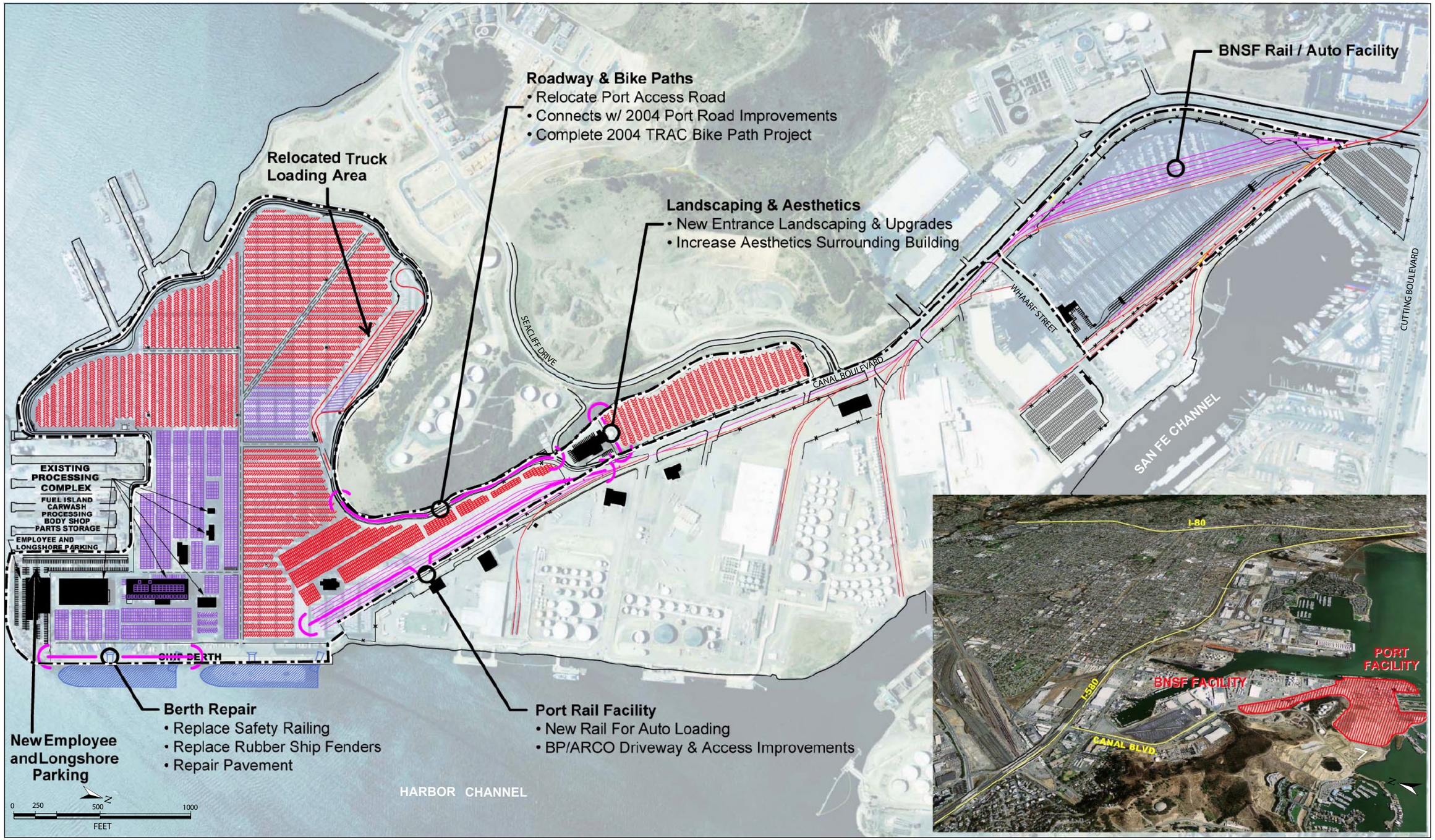


Figure 3

Proposed Improvement Areas

Source: TransDevelopment Group

Miscellaneous Improvements

Access Road

The existing entrance road would be displaced by the proposed PPMT rail yard. To maintain controlled access into the PPMT while providing access to Port tenants, a new access road would be constructed along the western perimeter of the facility, outside the existing security fence enclosing the auto storage areas. An access road that was constructed around the majority of the perimeter in 2004 would be widened and improved to City of Richmond public roadway standards for small local roads.

A new road alignment would commence at the northern end of the proposed rail yard, approximately 250 feet north of the historic entrance gate, as shown on **Figure 3**. Past Building 23, the road would curve to the west and then follow the western edge of the existing auto storage area, running along the base of the adjacent hillside. As shown on **Figure 3**, west of the new rail yard the new access road would connect with the existing perimeter road providing Port tenants access to the finger piers and graving docks located at the south side of the PPMT. It would be extended from the west side of the graving docks to the east side of the docks. Following implementation of the project, this road would also be used by employees and Port staff to enter the PPMT.

Entrance Gates and Employee Parking

About 300 feet west of the rail yard, a new truck entrance would branch off from the Port access road. A gate and guard house would control access into the facility, and the entrance would be used primarily by the car carrier trucks shipping new autos to northern California dealerships. The truck loading area would be moved about 900 feet northwest of its current location, which would be converted to a staging area for outbound rail shipments.

A new parking lot for employees and longshoremen would be established east of the docks and west of Buildings 24 and 6. Additional parking would be located on the south and east sides of Building 6. Combined, these new parking areas would provide parking for approximately 80 vehicles. A new pedestrian entrance for facility employees and longshoremen would be established near the southwest corner of Building 4. A small guard house would be manned by security personnel restricting access into the facility. Although an additional pedestrian entrance would be installed next to the northwest corner of Building 6, this gate would generally be locked and unmanned.

New Lighting

In 2003, the Port installed 16 high–mast light towers in the western portion of the PPMT. The proposed redevelopment activities would include the installation of an additional 16, 100–foot–tall light towers throughout the remainder of the PPMT facilities. The primary objectives of the proposed site lighting are to provide an average illumination level of approximately 3.5 foot candles under night operating conditions, and an average of 1 foot candle for security. The design would incorporate settings to allow transition from operational to security lighting levels, along with the use of downward directed lamps, with cut–off type fixtures to reduce glare and control light along the property lines.

Bay Trail Segment

A planned future segment of the San Francisco Bay Trail, an approximately 500–mile network of recreational trails encircling San Francisco and San Pablo Bays, is designated for Point Potrero. The planned segment extending to the tip of Point Potrero is designated on the maps developed by the San Francisco Bay Trail Project to implement the Bay Trail Plan.

To facilitate the development of this Bay Trail segment, the Port of Richmond has allocated the required 14–foot right–of–way width for the multi–use trail into the improvement plans for the PPMT, with the exception of a few limited areas where existing physical constraints preclude the provision of the full 14–foot width. A 2–mile trail segment would be constructed as part of the proposed project, extending from Canal Boulevard at Seacliff Drive to Berth 6 at the PPMT, where the historic USS Red Oak Victory ship is moored and comprises part of the Rosie the Riveter/World War II Home Front National Historical Park. This portion of the project is being funded by a variety of sources, including the Bay Trail Project, California Coastal Conservancy, the Port, and AWC; additional grants are currently being sought by the Trails for Richmond Action Committee (TRAC), a local advocacy group.

The paved trail would be constructed immediately adjacent to the PPMT perimeter access road. Although detailed construction plans are currently being developed, it is anticipated that in some segments, a physical barrier would separate the trail from the roadway, while on some segments separation would be created by pavement striping similar to that used on Class II bikeways. Although signage and interpretive exhibits are part of the plans for the trail, they would not be implemented as part of the proposed project.

Current project development plans allocate the 14–foot width for the trail from Seacliff Drive to the southwestern corner of the PPMT graving docks. Due to the presence of an electrical transformer west of Basin 1 and other physical constraints around the docks, a narrower foot path would be developed around the graving docks to provide pedestrian access only to the USS Red Oak Victory and the historic whirly crane located on Craneway 6.

The project would also develop a trailhead parking lot that could also provide parking for an interpretive center for the Rosie the Riveter/World War II Home Front National Historical Park that might be developed by the National Park Service in the historic cafeteria (which is not part of the project evaluated in this document). The parking lot would be located immediately north of the historic cafeteria building, and would be enhanced with aesthetic landscaping.

Trail plans being championed by TRAC also include a short spur trail climbing the hillside northwest of the existing main entrance to the PPMT. The trail would ascend via switchbacks to an outlook providing scenic vistas of Brooks Island and the Bay beyond. The Port of Richmond is willing to permit construction of the spur trail, which is located on Port property, but it is not part of the project evaluated in this Initial Study.

9. Site Description and Surrounding Land Uses:

The Point Potrero Marine Terminal is located in the southwestern portion of the City of Richmond, in western Contra Costa County. The site is located at the shoreline of the Richmond Inner Harbor, located in central San Francisco Bay. As shown on **Figure 1**, the PPMT is located at the southern terminus of Canal Boulevard, on Point Potrero, and immediately adjacent to the Harbor Channel, the primary water access to the Port of Richmond.

Including submerged land, the PPMT occupies an approximately 212.8–acre irregularly–shaped site that encompasses the end of Point Potrero and a panhandle extending north, adjacent to Canal Boulevard. Excluding the submerged areas, the site occupies approximately 110 acres. The site is comprised of Assessor's Parcel Numbers (APNs) 560–320–002, 560–320–016, and 560–320–017. The Port of Richmond via the City of Richmond Surplus Property Authority owns these parcels and leases them to AWC, and would continue to do so under the proposed project.

The site is essentially level, and covered entirely with impervious pavement and buildings, most of which were constructed during World War II. Although elevations across most of the site historically ranged between 10 feet and 16 feet above mean sea level, the western side of the site was capped in 2004, and the western and central portions of the site were resurfaced. The resulting elevations now range between 16 feet and 24 feet, with elevations on the eastern side of the site generally 13–14 feet.

Immediately northwest of the PPMT, a large hillside rises to an elevation of 327 feet. Adjacent to the PPMT, the hillside is owned by BP/Arco and is partially developed with a petroleum product tank farm with a dozen storage tanks of varying sizes. Much of the remainder of the hillside comprises the Miller/Knox Regional Shoreline park owned by the East Bay Regional Park District (EBRPD).

The PPMT is bounded on the east, south, and west by Bay waters. Although this portion of the Bay is generally quite shallow, with depths ranging from around 2 to 10 feet, the Harbor Channel is regularly dredged to depths of approximately 38 feet to provide Port access to ocean–going ships. The western spit of Brooks Island is about 1,500 feet south of Point Potrero and defines the western approach of the Harbor Channel, also known as Potrero Reach. The 75–acre Brooks Island (373 acres including surrounding water property) is a bird sanctuary owned and managed by the EBRPD.

As part of the project, improvements would also be constructed at the BNSF Automotive Facility located at the southeast corner of the intersection of Cutting Boulevard and Canal Boulevard. This facility occupies APNs 560–310–019, –020, –021, and –022 and encompasses approximately 26.15 acres. With the exception of a drainage ditch running along Canal Boulevard, the property is entirely developed with pavement, rail tracks, and two buildings. The northern end of Santa Fe Channel defines the northeast boundary of the site, which is level with elevations between 12 and 15 feet.

Existing Zoning And Land Use Designations
The majority of the PPMT site is zoned M–4 (Marine Industrial), as is all of the BNSF Automotive Facility. The northernmost parking lot, a 6–acre parcel located on the west side of Canal Boulevard, is zoned M–3 (Heavy Industrial). The General Plan land use designation for the entire project site, including the PPMT and BNSF terminal, is Industrial. More specifically, everything is Industrial—Port/Marine Terminal/Ship Repair with the exception of the two northerly parking lots west of Canal Boulevard, which are designated Industrial—Heavy Industry. The site is also located in the Richmond Redevelopment Project 11–A and the Richmond Enterprise Zone.

10. Required Approvals

In addition to various approvals from the City of Richmond, development of this project would require the following approvals and/or permits from other agencies:

- **Construction Storm Water Permit** (including Storm Water Pollution Prevention Plan), granted by San Francisco Bay Regional Water Quality Control Board (RWQCB).

- **Section 401 Water Quality Certification** from the RWQCB, pursuant to the federal Clean Water Act (1972), as a prerequisite to a permit from the U.S. Army Corps of Engineers (see below) for partial filling of a wetland ditch adjacent to Canal Boulevard.

- **Section 404 Fill Permit from the Corps of Engineers**, in compliance with the Clean Water Act. The applicant is applying to the Corps for coverage under Nationwide Permit 14 (Linear Transportation Projects).

- **BCDC Development Permit** from the San Francisco Bay Conservation and Development Commission (BCDC) for new construction along the San Francisco Bay shoreline.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

[X] Aesthetics	[ ] Agricultural Resources	[X] Air Quality
[X] Biological Resources	[X] Cultural Resources	[X] Geology/Soils
[X] Hazards & Haz. Materials	[X] Hydrology/Water Quality	[X] Land Use/Planning
[ ] Mineral Resources	[X] Noise	[ ] Population/Housing
[ ] Public Services	[ ] Recreation	[X] Transportation/Traffic
[X] Utilities/Service Systems	[X] Mandatory Findings of Significance	

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

February 7, 2008
Date

Kieron Slaughter
Printed name

City of Richmond
For

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS — *Would the project:*

a) Have a substantial adverse effect on a scenic vista? [X] [ ] [ ] [ ]

Explanation: Scenic vistas of the San Francisco Bay are visible from public vantage points immediately adjacent to the project site including the Miller/Knox Regional Shoreline park. While the type and intensity of land use on the project site would remain consistent with existing uses, modifications to the project site to support the proposed project may result in short term or long term adverse impacts on views of the San Francisco Bay. This will be addressed in detail in the EIR.

b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? [X] [ ] [ ] [ ]

Explanation: As described above, the proposed project would be located on an existing marine industrial site already devoted to auto import and processing operations similar to those of the proposed project. As a result, damage to scenic resources such as trees and rock outcroppings is not anticipated. In addition, the proposed project is not located in and around a state scenic highway.

However, the proposed project would be located in an area identified as the historic Kaiser Shipyard No. 3, which includes one of four Richmond shipyards dedicated to the production of military sea vessels during World War Two. The four shipyards are officially designated a National Register District by the U.S. Department of the Interior. Several buildings on the project site are designated as Contributory Structures to the District, and considered historic resources. Although the proposed project is not expected to result in adverse impacts to these resources, the EIR will evaluate whether adverse effects could occur during project construction.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? [ ] [ ] [X] [ ]

Explanation: The visual character of the project site is dominated by existing industrial uses. The addition of the proposed project to the project site would be considered a consistent and compatible industrial use. It is not anticipated that the proposed project would substantially change the existing land use character of the project site such that it would result in a wholesale change in the visual environment. Nonetheless, impacts related to the degradation of the existing visual character will be discussed in detail in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*	X			

Explanation: The proposed project would result in the introduction of additional sources of nighttime security lighting around the proposed new rail facilities, ship docks, and car parking areas. While the site is located in an existing industrial area, new proposed lighting from the project site may be visible by from some of the adjacent residences and other off–site receptors. The proposed project may result adverse impacts associated with light and glare and will be discussed in detail in the EIR.

II. AGRICULTURAL RESOURCES

— In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non–agricultural use?*				X

Explanation: The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.[1] The proposed project would be constructed on property that is currently zoned and designated for marine and related industrial use by the City of Richmond. No farming or agricultural activity takes place on the site nor has it historically taken place. As a result, the proposed project would not affect agricultural practices and/or convert any farmland to non–agricultural usage. This issue will not be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*				X

Explanation: The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. As stated above, the proposed project would be constructed on property that is currently zoned and designated for marine industrial uses by the City of Richmond. No farming currently takes place on the project site nor is it constrained by a

[1] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, "Contra Costa County Important Farmland 2006" (map), July 2007.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Williamson Act Contract. As a result, the proposed project would not conflict with agricultural practices and/or a Williamson Act Contract. This issue will not be addressed further in the EIR.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non–agricultural use?* ☐ ☐ ☐ **X**

Explanation: As mentioned above, the proposed project would be constructed on property that is currently and historically been utilized for marine industrial uses. No farming or agriculture takes place on the project site. The proposed project would not affect agricultural practices and/or convert any farmland to non–agricultural usage. Therefore, the proposed project would not involve changes in the existing environment, which, due to their location or nature, would result in the conversion of Farmland or agricultural practices to non–agricultural use. This issue will not be addressed further in the EIR.

III. AIR QUALITY — *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*

a) *Conflict with or obstruct implementation of the applicable air quality plan?* **X** ☐ ☐ ☐

Explanation: Construction and operation of the proposed project could conflict with the *Bay Area 2000 Clean Air Plan*, by conflicting with assumptions of the plan. This potential impact will be addressed in detail in the EIR.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* **X** ☐ ☐ ☐

Explanation: Construction and/or operation of the proposed project could result in potentially significant short–term or long–term emissions of criteria pollutants from construction activities, equipment exhaust, or as a result of increased vehicular activity such as ship, truck, and rail traffic. This will be addressed in detail in the EIR.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non–attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* **X** ☐ ☐ ☐

Explanation: As stated above, construction of the proposed project could result in potentially significant short–term and long–term emissions of criteria pollutants from construction

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

activities, equipment exhaust, and increased mobile emissions. This will be addressed in detail in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations? [X] [ ] [ ] [ ]

Explanation: Construction and operation of the proposed project may expose off–site sensitive receptors, west of the project site, to adverse concentrations of pollutants as a result of short–term construction emissions or long–term increases in on–site vehicular activity. This will be discussed in detail in the EIR.

e) Create objectionable odors affecting a substantial number of people? [ ] [ ] [X] [ ]

Explanation: The project does not include any sources that typically result in the generation of odors that are objectionable to a substantial number of people (i.e., solid waste landfills, or wastewater treatment plants). This issue will not be addressed in the EIR.

IV. BIOLOGICAL RESOURCES — *Would the project:*

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? [X] [ ] [ ] [ ]

Explanation: The proposed project site is already utilized by industrial uses, and habitat on the site is minimal. However, there is a potential for construction and operation of the proposed project, which would include potential non–point and point–sources of contaminants and increased ship activity, to adversely affect adjacent aquatic habitat. Issues of concern could include marine invasives in ballast water, shoreline erosion of nearby Brooks Island, water quality issues associated with stormwater runoff, and potential point source spills. Aquatic birds and other marine animals such as seals and fish may also be affected by the increased boat activity and use of the project site. Construction of the proposed project would also require filling of a portion of an undeveloped wetland area that runs alongside Canal Boulevard. As a result, impacts associated with species identified as a candidate, sensitive, or special–status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS) will be addressed in detail in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the [X] [ ] [ ] [ ]

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☐

California Department of Fish and Game or U.S. Fish and Wildlife Service?

Explanation: As described above, the proposed project site is already utilized by marine industrial uses, and sensitive habitat on the site is minimal. However, construction and operational activities could have a significant impact on adjacent sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG and USFWS. This will be addressed in detail in the EIR.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*	X	☐	☐	☐

Explanation: As described above, construction of the project would require the placement of fill on a wetland ditch that may be subject to regulation by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act. This potential impact will be addressed in detail in the EIR.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with any established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*	X	☐	☐	☐

Explanation: As described above, impacts associated with construction and operation of the proposed project, which would include increased ship activity and increased potential for non–point and point–sources of contaminants, could interfere substantially with the movement of any native resident migratory fish or wildlife species. This will be addressed in detail in the EIR.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*	☐	☐	X	☐

Explanation: Section 15.04.840.050 of the Richmond Zoning Ordinance requires review of all projects, both new development and additions or renovations to existing properties, by the Director of Public Works to ensure their compliance with the provisions of the Urban Forest Management Plan or any other specific City ordinances and guidelines related to the protection of sensitive biological resources. This review by the lead agency will ensure project compliance with local policies and ordinances related to the protection of biological resources.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation*	☐	☐	☐	X

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Plan, or other approved local, regional, or state habitat conservation plan?

Explanation: The project site is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

V. CULTURAL RESOURCES — *Would the project:*

a)	*Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*	X	☐	☐	☐

Explanation: The proposed project site is part of the former Kaiser Shipyard No. 3 and listed on the National Register of Historic Places. The project site is also part of the Rosie the Riveter World War II Home Front National Historic Park and is a California Historical Landmark. Potential impacts associated with the construction and operation of the proposed project on existing significant historical resources will be addressed in detail in the EIR.

b)	*Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*	X	☐	☐	☐

Explanation: The project site is within an area of San Francisco Bay that has a high probability of containing buried archaeological sites or significant artifacts dating to prehistoric Native American occupation. It is quite possible that the site was occupied or visited at one time by prehistoric peoples. While the project site has been heavily disturbed as a result of past and present industrial use, there is some potential for encountering Native American sites within the confines of the project site. Disturbance of a previously buried and unknown archaeological site or buried human remains would be considered a significant, adverse impact. Construction and operational impacts to significant archaeological resources will be addressed in detail in the EIR.

c)	*Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*	X	☐	☐	☐

Explanation: While the project site has been heavily disturbed as a result of past and present industrial use, construction activities such as excavation and grading, have the potential to result in the disturbance of previously undiscovered paleontological resources. Impacts to potentially unique palentological resources or geologic features will be addressed in the EIR.

d)	*Disturb any human remains, including those interred outside of formal cemeteries?*	X	☐	☐	☐

Explanation: As described above, the project site is within an area of San Francisco Bay that has a high probability of containing buried archaeological sites dating to prehistoric Native

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

American occupation, which could include human remains. Construction and operational impacts to significant archaeological resources will be addressed in detail in the EIR.

VI. GEOLOGY AND SOILS — *Would the project:*

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist–Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

☐ ☐ ☒ ☐

Explanation: The nearest active major fault to the project site is the northern segment of the Hayward fault, located approximately 4 miles east of the site. The San Andreas Fault is located approximately 15 miles to the west. The project site is outside the nearest Alquist–Priolo Special Studies Zone, which is associated with the Hayward fault.[2] Due to the distance to the Hayward fault, there is a less–than–significant potential for surface rupture at the project site.

ii) Strong seismic ground shaking?

☒ ☐ ☐ ☐

Explanation: As is characteristic of the Bay Area, the project site has the potential for strong seismic ground shaking during an earthquake on one of the major active earthquake faults within the region. Impacts associated with potentially significant seismic ground shaking will be addressed in detail in the EIR.

iii) Seismic–related ground failure, including liquefaction?

☒ ☐ ☐ ☐

Explanation: Given that the project area has the potential for strong seismic ground shaking, the potential for liquefaction on the project site may also be significant. Impacts associated with seismic–related ground failure, including liquefaction, will be addressed in detail in the EIR.

iv) Landslides?

☒ ☐ ☐ ☐

Explanation: Given that the project site is relatively flat, the potential for landslide is not considered to be high. However, due to the proximity of the project site to the waterfront,

[2] United State Geological Survey, Earthquake Hazards Programs – Northern California. Accessed from the USGS Website at: http://quake.wr.usgs.gov/.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

construction and operation of the proposed project could result in landslide movement towards the San Francisco Bay without proper design and mitigation. Impacts associated with landslides will be addressed in detail in the EIR.

b) *Result in substantial soil erosion or the loss of topsoil?* [X] [ ] [ ] [ ]

Explanation: Construction of the proposed project would require filling of a portion of an undeveloped wetland area that runs alongside Canal Boulevard. As a result of these activities, soil erosion rates could be accelerated because of surface disturbance and vegetation removal. Construction activities conducted when the ground is wet also create the potential for increased runoff, which in turn, could lead to increased erosion. Impacts associated with soil erosion and/or the loss of topsoil will be addressed in detail in the EIR.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on– or off–site landslide, lateral spreading, subsidence, liquefaction, or collapse?* [X] [ ] [ ] [ ]

Explanation: As described above, the project site is located in an area with a high potential for seismic ground shaking, a high liquefaction potential, and the potential for landsliding given the proximity of the site to the San Francisco Bay. Impacts associated with landslides, lateral spreading, subsidence, and liquefaction or collapse will be addressed in detail in the EIR.

d) *Be located on expansive soil, as defined in Table 18–1–B of the most current Uniform Building Code (UBC), creating substantial risks to life or property?* [X] [ ] [ ] [ ]

Explanation: Expansive soils, soil with a potential to adversely shrink or swell, have the potential to damage structural foundations, paved roads and streets, and above– and below–ground utilities. Expansion and contraction soils, depending on the season and amount of surface water infiltration, could exert enough pressure on structures to result in cracking, settlement, and uplift. Differential settlement is a concern in areas of new development, where structures could place loads heavier than soils can tolerate. Development of the proposed project has to potential to be located on expansive soils, as defined in Table 18–1–B of the UBC. This will be addressed in detail in the EIR.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* [ ] [ ] [ ] [X]

Explanation: The proposed project would connect to the municipal sewer system and would not include construction of a septic or alternative wastewater disposal system.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

VII HAZARDS AND HAZARDOUS MATERIALS —

Would the project:

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*	X	☐	☐	☐

Explanation: Due to the long–term historic use of the project site and nearby properties for industrial and maritime purposes, there is a potential for soil and/or groundwater contamination under areas that would be excavated to construct the proposed PPMT rail yard and other rail improvements. Exposure of contaminants currently sealed by asphalt or concrete pavements could result in adverse effects on construction workers, facility workers, and members of the public. Also, Canal Boulevard is currently used by tanker trucks carrying petroleum products, and any project activities that would affect existing trucks could have the potential for a significant hazard to the public. These issues and other potential hazards will be addressed in detail in the EIR.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*	X	☐	☐	☐

Explanation: The construction and operation of the proposed project could create an additional significant hazard to the public and/or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This will be addressed in detail in the EIR.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one–quarter mile of an existing or proposed school?*	X	☐	☐	☐

Explanation: Construction and operation of the proposed project could increase the transport of materials generally regarded as hazardous that are used in construction activities. Transportation to and from the project site could pass within a quarter–mile of an existing or proposed school. The proposed project also has the potential to increase the emissions of criteria pollutants in the vicinity of the project site both short term and long term. This will be addressed in detail in the EIR.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*	X	☐	☐	☐

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Explanation: Given the past and present use of the site for marine industrial purposes, and the historic contamination identified on a portion of the project site which has now been sealed and remediated, the potential for past and present on–site hazardous materials contamination is potentially significant. This will be addressed in detail in the EIR.

e) For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X

Explanation: The project site is not within two miles of a public airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X

Explanation: The project site is not within two miles of a private airport.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X

Explanation: The proposed project would not permanently impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan adopted by any local service providers.

h) Expose people or structures to significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

Explanation: The project site is not located within an area considered to have a substantial wildland or forest fire risk.[3]

VIII. HYDROLOGY AND WATER QUALITY — *Would the project:*

a) Violate any water quality standards or waste discharge requirements?	X	☐	☐	☐

[3] California Department of Forestry, Contra Costa County Natural Hazard Disclosure (Fire), 2006. Accessed from the CDF Website at: http://www.fire.ca.gov/ab6/nhd07.pdf

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Explanation: Construction and operation of the proposed project could result in increased levels of water pollution emanating from project facilities. Specifically, construction activities such as excavation and grading may result in disturbance of soils and sediments that could be carried into the City's drainage system during storm events. Additionally, accidental discharges of construction and operational fuels, oils, hydraulic fluid, grease, (e.g., from construction equipment) and other hazardous substances could contaminate stormwater flows, resulting in a reduction in stormwater quality onsite or downstream of the project area. This will be addressed in detail in the EIR.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre–existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?* ☐ ☐ **X** ☐

Explanation: Conversion of natural and other non–paved surfaces to pavement, buildings, roadways, and other impervious surfaces can result in a decrease in the amount of rainwater that can replenish groundwater in those areas. Accordingly, increasing the cover of impervious surfaces can, in some cases, cause a significant reduction in groundwater recharge, resulting in significant impacts to groundwater quantity or quality. The proposed project would include construction of a minimal amount of new impervious surfaces and the reconfiguration of existing impervious surfaces. Water for the project would be provided by the East Bay Municipal Utility District and groundwater supplies would not be used for development. Therefore, the proposed project is not likely to result in significant impacts to groundwater supply or recharge given the existing development of the project site.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on– or off–site?* **X** ☐ ☐ ☐

Explanation: Construction of the proposed project would result in the creation of a small amount of new impervious surfaces. Impervious surfaces do not permit natural infiltration of stormwater runoff and result in increased discharge of stormwater runoff to drainage facilities. Increased runoff from the new impervious surfaces could cause additional erosion or siltation both on–site and off–site. This will be addressed in detail in the EIR.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on– or off–site?* ☐ ☐ **X** ☐

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Explanation: As described above, construction of the proposed project would result in the creation of a small amount of new impervious surfaces which cause a negligible increase in the discharge of stormwater runoff to on– and off–site drainage facilities. Any limited increase in runoff from the new impervious surfaces would not be expected to cause flooding on or off the site. This will nonetheless be addressed in the EIR.

e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	X	☐

Explanation: As described above, the majority of the project site is covered with structures and impervious surfaces. Although a small amount of new impervious surfaces would be created as a result of the proposed project, the proposed project is not anticipated to substantially increase stormwater flows beyond existing conditions.

f) Otherwise substantially degrade water quality?	X	☐	☐	☐

Explanation: New impervious surfaces created as a result of the proposed project, and the increased use of the project site may result in an increased accumulation of oils, sediments, brake dust, and other potential water pollutants. During storm events, these pollutants would be carried by runoff and potentially discharged into downstream receiving waters, resulting in increased water pollution. This will be addressed in detail in the EIR.

g) Place housing within a 100–year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X

Explanation: The construction of new housing is not a component of the proposed project.

h) Place within a 100–year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X

Explanation: The project site does not lie within a 100–year flood plain as indicated on a FEMA Flood Zone Hazards Map.[4]

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X

[4] Contra Costa County, "Contra Costa County Flood Data," 2008. Obtained from the Contra Costa County GIS Resource (Updated December 2007) at: http://www.ccmap.us/gis/.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Explanation: The project site does not lie within a dam failure inundation area.[5]

j) Inundation by seiche, tsunami, or mudflow? ☐ ☐ **X** ☐

Explanation: The San Francisco Bay, specifically the project site, has historically not been subject to seiche or tsunami events.[6] Given the geographic location of the project site which is sheltered by substantial land mass to the southwest, namely Angel Island and the North Bay, the potential for large wave activity at the project site as a result of a tsunami is not anticipated. Potential hazards from mudslides would not be significant due to the flat topography of the site and because the site is not located downslope of a substantial mudflow source.

IX. LAND USE AND PLANNING — *Would the project:*

a) Physically divide an established community? ☐ ☐ ☐ **X**

Explanation: The proposed project would not substantially alter the existing site configuration and would have no potential to physically divide an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purposed of avoiding or mitigating an environmental effect? **X** ☐ ☐ ☐

Explanation: A policy consistency analysis will be preformed for the proposed project and include a thorough review of all relevant planning documents and zoning regulations. Discussion of the consistency of the proposed project with all applicable planning and zoning polices will be provided in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ **X**

Explanation: There is no adopted habitat conservation plan or natural community conservation plan applicable to the project site.

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[5] *Ibid.*

[6] West Coast and Alaska Tsunami Warning Center Tsunami, West Coast Tsunami Catalogue, Accessed January 2008 from the WCATWC Website at: http://wcatwc.arh.noaa.gov/web_tsus/pastaor_tsunamis.htm.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

X. MINERAL RESOURCES — *Would the project:*

a)	*Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*	☐	☐	☐	X

Explanation: There are no active mines or sources of mineral extraction on the project site as identified by the City of Richmond General Plan.[7] Therefore, implementation of the proposed project would not result in the loss of availability of a known mineral resource and would not result in the loss of availability of a regional and statewide mineral of importance. This issue will not be addressed further in the EIR.

b)	*Result in the loss of availability of a locally–important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*	☐	☐	☐	X

Explanation: As described above, there are no active mines or sources of mineral extraction on the project site. Implementation of the proposed project would not result in the loss of availability of mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. This issue will not be addressed further in the EIR.

XI. NOISE — *Would the project result in:*

a)	*Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*	X	☐	☐	☐

Explanation: Construction and operation of the proposed project have the potential to result in a significant short–term and long–term increase in ship, rail, truck, and automobile traffic which could result in an increase in ambient noise levels that could potentially exceed noise standards adopted by the City of Richmond. This will be addressed in The EIR.

b)	*Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*	X	☐	☐	☐

Explanation: As described above, construction and operation of the proposed project has the potential to result in a significant short–term and long–term increase in ship, rail, truck, and automobile traffic which could result in an increase of groundborne vibration or groundborne noise levels in excess of existing conditions. This will be addressed in The EIR.

[7] City of Richmond, *City of Richmond General Plan*, 1994, adopted August 2004.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* — [X] [ ] [ ] [ ]

Explanation: As described above, construction and operation of the proposed project has the potential to result in a significant short–term and long–term increase in ship, rail, truck and automobile traffic which could result in an increase in ambient noise levels in the project vicinity in excess of existing conditions. This will be discussed further in The EIR.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?* — [X] [ ] [ ] [ ]

Explanation: Construction of the proposed project has the potential to result in temporary and/or periodic increases in ambient noise levels above existing conditions. This will be discussed further in The EIR.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?* — [ ] [ ] [ ] [X]

Explanation: The project site is not within two miles of a public airport.

f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?* — [ ] [ ] [ ] [X]

Explanation: As described above, the project site is not within two miles of a private airport.

XII. POPULATION AND HOUSING — *Would the project:*

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* — [ ] [ ] [X] [ ]

Explanation: The proposed project is not anticipated to induce substantial growth locally and regionally and necessitate the need for new residential housing. The proposed project would create approximately 120 permanent new jobs to process imported Hondas. Although work by longshoremen and truck drivers is expected to be done by the existing labor pool, a limited number of new jobs (most likely under 50) could be created through the implementation of the project. It is expected that the majority of the new facility employees would be existing

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

residents of the City of Richmond or elsewhere in Contra Costa County or neighboring counties. (Truck drivers and longshoremen would likely come from a greater geographical area.) As of November 2007, Contra Costa County had a 4.9 percent unemployment rate, or 26,100 unemployed individuals. In Contra Costa County there are approximately 11,503 vacant residential units and 1,506 vacant residential units available in the City of Richmond.[8] It is assumed that the existing labor force and the available vacant housing stock would adequate to accommodate the nominal increase in new jobs the project would bring into the region. Implementation of the proposed project would not directly or indirectly induce substantial population growth within the region. This issue will not be addressed further in the EIR.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* ☐ ☐ ☐ **X**

Explanation: The proposed project is located on property that is exclusively used for industrial related activities; no residential uses are located on the project site. The project would therefore not displace any existing housing or necessitate the construction of replacement housing elsewhere. This issue will not be addressed further in the EIR.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* ☐ ☐ ☐ **X**

Explanation: The proposed project would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere. The proposed project is located on property that is exclusively used for industrial related activities. Construction of the project would not displace employees or require the demolition of housing and therefore would not require people to relocate, potentially necessitating the need for the construction of replacement housing elsewhere. This issue will not be addressed further in the EIR.

XIII. PUBLIC SERVICES: *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:*

a) *Fire protection?* ☐ ☐ **X** ☐

[8] California Economic Development Department, "California Labor Market Information," 2007. Accessed from the EDD Website at: http://www.labormarketinfo.edd.ca.gov/.

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Explanation: Fire response for the project site would be provided by the Richmond Fire Department. Richmond Fire Personnel are assigned to seven stations throughout the city. All personnel are trained to the level of Emergency Medical Technician – Defibrillation (EMT–D). The Operations Division is divided into three platoons which staff the eight companies. There are seven engine companies and one Truck Company. There are also two adaptive response trucks which are located at Stations 68 and 71. Special resources include a full Hazardous Materials Response Team, two Rescue Units and an Air Unit. The first–response station to the project site would be Station No. 67, located at 1131 Cutting Boulevard, located approximately 2.5 miles northeast of the project site .[9]

The City of Richmond has adopted Public Facility Impact Fees. These fees pay for major public infrastructure improvements and are levied on new development. The fees pay for off–site road improvements, traffic signals, fire and police facilities, and park and recreation facilities. The Public Facility Impact Fee for fire facilities is $135 per 1,000 square feet of new industrial and warehouse development.[10]

Because the development of the proposed project constitutes a reconfiguration and redevelopment of existing industrial uses, rather than new development, it is not anticipated that the demand for fire service as a result of the proposed project would substantially increase over levels not already planned for. Furthermore, the Public Facility Impact Fee required by the City of Richmond would further reduce the impact of the proposed project on the City Fire Department. This issue will not be addressed further in the EIR.

b) Police protection?

☐	☐	**X**	☐

Explanation: Police protection is provided to the site by the Richmond Police Department. The project site is located in the Southern Police District, Beat 1. Beat 1 is assigned 1 captain, two lieutenants, and 7 beat officers.

The proposed project has the potential to incrementally increase emergency calls to the Police Department in response to property crime, potential robberies, and other crimes typically associated with industrial development. However, it is not anticipated that the proposed project would generate and attract additional crime to the area.[11]

As with fire protection and other public services, the City of Richmond has adopted a Public Facility Impact Fee to address the impact of new development on public services. The Public Facility Impact Fee for police facilities is $80 per 1,000 square feet for industrial and warehouse development.[12] Payment of the Public Facility Impact Fee by the applicant would reduce impact of the proposed project on police protection. Furthermore, because the development of the proposed project constitutes a reconfiguration and redevelopment of existing industrial uses, rather than new development, it is not anticipated that the demand for police service as a result

[9] City of Richmond, City of Richmond Fire Department Data, Accessed January 2008 from the City of Richmond Website at: http://www.ci.richmond.ca.us/index.asp?NID=79.
[10] City of Richmond, "City of Richmond Proposed Master Fee Schedule," January 2008.
[11] City of Richmond, City of Richmond Police Department Data, Accessed January 2008 from the City of Richmond Website at: http://www.ci.richmond.ca.us/index.asp?NID=82.
[12] City of Richmond, "City of Richmond Proposed Master Fee Schedule," January 2008.

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of the proposed project would substantially increase over levels not already planned for. This issue will not be addressed further in the EIR.

c) Schools?

☐ ☐ **X** ☐

Explanation: As described in the Population and Housing discussion above, the proposed project is not anticipated to induce substantial growth locally and regionally. Given the existing available labor force, it is assumed that the majority of new employees would come from surrounding communities and a significant increase in school enrollment resulting from new families moving into the area is not anticipated. However, some families may relocate from outside of the area. This could nominally increase the number of students in local schools. This would be a significant impact if the local schools lack the capacity and staff to serve additional students.

Data obtained from the 2001–02 through 2006–07 school years has shown that enrollment in the West Contra Costa Unified School District (WCCUSD), the district that serves the project area, has declined steadily over that period by nearly 5,000 students.[13] As a result of declining enrollment, the average daily attendance (ADA) has also dropped. A drop in the ADA causes the income the district receives from the State to fall. In the case of the WCCUSD, this has resulted in a loss of more than $2.9 million dollars in the 2006–07 school year alone. Because of the nominal increase in new students expected to result with the development of the proposed project and the declining enrollment trend within the WCCUSD, adverse effects on local school enrollment are not anticipated.

Development impact fees and property tax revenues typically address impacts to school districts. Pursuant to Government Code Section 65995, school districts are authorized to levy fees on new commercial–industrial development to fund the "construction or reconstruction of school facilities" necessary to accommodate the students from new development. For the construction of any new commercial or industrial facility, thirty–one cents ($0.31) per square foot of chargeable covered and enclosed space may be levied. "Chargeable covered and enclosed space," for this purpose, means the covered and enclosed space determined to be within the perimeter of a commercial or industrial structure, not including any storage areas incidental to the principal use of the site (Govt. Code §65995(b)(2)). Because the proposed project would not result in the creation of new enclosed space, it is not expected to be subject to the school impact fees. However, as noted above, the project is not expected to adversely affect the WCCUSD, and no mitigation would be required. This issue will not be addressed further in the EIR.

d) Parks?

☐ ☐ **X** ☐

[13] West Contra Costa County Unified School District 2006–2007 Budget Update. Accessed January 2008 from the WCCUSD Website at: http://www.wccusd.k12.ca.us/Fiscal/PDF/budget_updates/2006/Current_financial_picture_040407.pdf.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Explanation: As described in the Population and Housing discussion above, the proposed project is not anticipated to induce substantial growth locally and regionally. As a result, a significant increase in the demand for new parks and expanded park maintenance in the region is not anticipated. This issue will not be addressed further in the EIR.

e) Other public facilities? ☐ ☐ **X** ☐

Explanation: No impacts to public facilities other than those already addressed in the previous discussion are anticipated. In addition, developer impact fees required by the City of Richmond are in place to mitigate the cost of public service needs of new development and would further reduce the impacts on public services to a less than significant level. The project's effects on utilities such as water, sewer, and transportation are addressed below.

XIV. RECREATION —

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ☐ ☐ **X** ☐

Explanation: As described above under Population and Housing and Public Services, the proposed project would not substantially increase the population and increase the demand for parks and other recreational facilities. The project could result in the increased use of existing parks and other recreational facilities, given the improvements proposed for a portion of the San Francisco Bay Trail adjacent to the project site. However, this increased access and potential use is envisioned in the overall planning for the San Francisco Bay Trail, as well as locally by the Trails for Richmond Action Committee (TRAC). The proposed improvements and increased access would be considered a beneficial impact.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ☐ ☐ **X** ☐

Explanation: The proposed project would include improvements to a portion of the San Francisco Bay Trail along Canal Boulevard. The grading, erosion, and sedimentation controls that would apply to the project as a whole, described in the Soils, Seismicity, and Geology discussion will be discussed further in the EIR.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

XV. TRANSPORTATION/TRAFFIC — *Would the project:*

a)	*Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume–to–capacity ratio on roads, or congestion at intersections)?*	X	☐	☐	☐

Explanation: Construction and operation of the proposed project may result in a significant short–term and long–term increase in truck and automobile traffic on area roadways. This will be addressed in detail in the EIR.

b)	*Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*	X	☐	☐	☐

Explanation: As described above, construction and operation of the proposed project could result in a significant short term and long term increase in truck and automobile traffic on area roadways which may result in an individual or cumulative increase in the level–of–service standard designated by the Contra Costa Transportation Authority for affected roadways. This will be addressed in detail in the EIR.

c)	*Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*	☐	☐	☐	X

Explanation: The proposed project would not involve aircraft, nor would the project structures intrude into aircraft flight paths or air traffic spaces. Therefore, the proposed project would have no impact on air traffic patterns that results in substantial safety risks. No mitigation is required.

d)	*Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*	X	☐	☐	☐

Explanation: The use of large trucks during construction and operation of the proposed project could affect road conditions on the designated haul routes by increasing the rate of road wear. The increased road wear could result in a significant increase in hazards without the incorporation of appropriate mitigation. This potential impact will be evaluated in the EIR.

e)	*Result in inadequate emergency access?*	X	☐	☐	☐

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Explanation: Construction activities could affect access for emergency vehicles traveling to or in the vicinity of the project site. Construction within or across streets, and temporary modification to travel lanes, could result in delays for emergency vehicle access in the vicinity of the project site. In addition, access to driveways and to cross streets in the construction area could be temporarily blocked due to construction activities. This could be an inconvenience to some and a significant problem for others, particularly emergency service providers (e.g., police and fire). This will be addressed in detail in the EIR.

f) Result in inadequate parking capacity? ☒ ☐ ☐ ☐

Explanation: Construction activities would intermittently and temporarily generate demand for parking spaces for construction worker vehicles potentially on and off the project site. Implementation of the proposed project would create an additional demand for parking to accommodate the longshoreman, truck drivers, and other employees hired to staff the project. While the proposed project does incorporate additional parking into the design, the increase in short–term and long–term parking demand is potentially significant and will be discussed in the EIR.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? ☒ ☐ ☐ ☐

Explanation: Construction and operation of the proposed project could result in both temporary and permanent disruptions to transit service in the project area as a result in the increase in area roadway traffic. However, the project would have no impact on adopted policies, plans, or programs supporting alternative transportation. Impacts to transit service in the project area will be discussed in detail in the focused EIR.

XVI. UTILITIES AND SERVICE SYSTEMS — *Would the project:*

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ☐ ☐ ☒ ☐

Explanation: The wastewater treatment plant that would serve the project site is permitted by the Regional Water Quality Control Board and effluent from the plant is regularly monitored to ensure that water quality standards are not violated.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☐ ☒ ☐

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Explanation: Implementation of the proposed project is not expected to increase the demand on the Richmond Sanitary District beyond their planned service capacity for the area, or result in the need for expanded wastewater facilities or the construction of new wastewater facilities to accommodate the proposed project. However, this issue will be evaluated in the EIR.

c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* [X] [ ] [ ] [ ]

Explanation: Implementation of the proposed project would slightly increase the demand on area stormwater infrastructure as a result of the creation of new impervious surfaces. The impact of the proposed project on stormwater drainage facilities will be addressed in the EIR.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?* [ ] [ ] [X] [ ]

Explanation: Similar to the wastewater discussion above, the proposed project is not expected to increase the demand on the East Bay Municipal Utilities District beyond their planned service capacity for the area, nor is it expected to result in the need for expanded facilities, or the construction of new water distribution facilities to accommodate the proposed project. However, potential impacts on water supply will be addressed in detail in the EIR.

e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* [X] [ ] [ ] [ ]

Explanation: As described above, implementation of the proposed project has the potential to increase the demand on existing wastewater treatment infrastructure which serves the project site, which may or may not exceed the planned capacity of the facilities provided by Richmond Sanitary District. The impact of the proposed project on area wastewater treatment capacity will be addressed in the EIR.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* [ ] [ ] [X] [ ]

Explanation: Although construction and operation of the proposed project is unlikely to increase the demand on the franchise solid waste hauler that serves the project site beyond their planned capacity, the potential for the proposed project to adversely affect solid waste disposal will be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) *Comply with federal, state, and local statutes and regulations related to solid waste?*	☐	☐	☒	☐

Explanation: The proposed project would be required to comply with all laws and regulations pertaining to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE —

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self–sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*	☒	☐	☐	☐

Explanation: As discussed the Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation and Traffic, and Utilities and Service Systems sections of this Initial Study, construction and operation of the proposed project may result in potentially significant impacts that may degrade the quality of the environment. These issues will be discussed in the EIR.

b) *Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*	☒	☐	☐	☐

Explanation: Cumulative environmental effects are multiple individual effects that, when considered together are considerable or compound or increase other environmental impacts. The individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time. This Initial Study has identified potentially significant impacts associated with Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation and Traffic, and Utilities and Service Systems, which when cumulatively considered with other proposed projects, may result in a significant environmental impact. This issue will be addressed in the EIR.

c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*	☒	☐	☐	☐

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☐

Explanation: The proposed project may have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The EIR will assess the potential impacts related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation and Traffic, and Utilities and Service Systems. These impacts are identified in this Initial Study as potentially significant.

REPORT PREPARATION—

This Initial Study was prepared by Douglas Herring & Associates, with support from the City of Richmond Planning Department, the Port of Richmond, and Environmental Science Associates (ESA). The complete project team included:

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